AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

LISTING OF CLAIMS:

Claims 1 to 10. (Canceled).

11. (New) A motor vehicle, comprising:

at least one first crash sensor arranged in a safety zone of the motor vehicle adapted to measure a motion variable of the motor vehicle;

at least one second crash sensor arranged in a crash zone of the motor vehicle adapted to measure a motion variable of the motor vehicle;

an occupant protection device controllable via an ignition signal; and

a control unit adapted to ascertain the ignition signal as a function of at least one of (a) the measured motion variables and (b) a time average of each measured motion variable over at least a first time interval.

12. (New) The motor vehicle according to claim 11, wherein the control unit includes:

at least one first triggering relationship adapted for ascertaining the ignition signal as a function of at least one of (a) the measured motion variables and (b) time averages of each measured motion variables over the first time interval; and

-     at least one second triggering relationship for ascertaining the ignition signal as a function of at least one of (a) the motion variable measured by the first crash sensor and (b) the time average of the motion variable measured by the first crash sensor over the first time interval but not as a function of either (a) the motion variable measured by the second crash sensor or (b) the time average of the motion variable over the first time interval.

13. (New) The motor vehicle according to claim 12, wherein the control unit includes a selection module adapted to select one of (a) the first triggering relationship and (b) the second triggering relationship to instantaneously ascertain the ignition signal.

14. (New) The motor vehicle according to claim 11, wherein the control unit is adapted to ascertain the ignition signal as a function of a time average of the motion variable measured by the first crash sensor over a second time interval different from the first time interval.

15. (New) The motor vehicle according to claim 14, wherein the time intervals are between 1 ms and 200 ms long.

16. (New) The motor vehicle according to claim 11, wherein the control unit is adapted to ascertain the ignition signal in accordance with a pattern-recognition method.

17. (New) The motor vehicle according to claim 11, wherein the control unit is adapted to ascertain the ignition signal in accordance with a pattern-recognition method and in accordance with at least one of (a) a neural network and (b) a decision tree.

18. (New) A method for controlling at least one occupant protection device of a motor vehicle, comprising:

measuring a motion variable of the motor vehicle by at least one first crash sensor arranged in a safety zone of the motor vehicle;

measuring a motion variable of the motor vehicle by at least one second crash sensor arranged in a crash zone of the motor vehicle;

ascertaining, by a control unit arranged in the motor vehicle, an ignition signal as a function of at least one of (a) the measured motion variable and (b) a time average of each measured motion variable over at least a first time interval; and

controlling the occupant protection device in accordance with the ignition signal.

19. (New) The method according to claim 18, further comprising:

generating at least one first triggering relationship for ascertaining the ignition signal as a function of at least one of (a) the measured motion variables and (b) a time average of each measured motion variable over the first time interval; and

generating at least one second triggering relationship for ascertaining the ignition signal as a function of at least one of (a) the motion variable measured by the first crash sensor and (b) the time average of the motion variables over the at least first time interval but not as a function of either (a) the motion variable measured by the second crash sensor or (b) the time average of the motion variable over the first time interval.

20. (New) The method according to claim 19, wherein at least one of (a) the first triggering relationship and (b) the second triggering relationship is automatically generated in the corresponding generating step as a plurality of comparisons of one of (a) the motion variables and (b) their time averages over one of (a) the first time interval and (b) the first time interval and a second time interval different from the first time interval , to a plurality of limiting values.

21.. (New) The method according to claim 20, further comprising:
automatically ascertaining the limiting values;
automatically setting a number of comparisons;
automatically selecting an order of the comparisons;
automatically selecting for a comparison: one of:

(a) one of (a) a measured motion variable and (b) its time average over one of (a) the first time interval and (b) the first time interval and the second time interval; and

(b) an age of one of (a) the motion variables and (b) their time averages over one of (a) the first time interval and (b) the first time interval and the second time interval.

22. (New) The method according to claim 19, wherein at least one of (a) the first triggering relationship and (b) the second triggering relationship is generated in the corresponding generating step as a function of at least one of (a) the measured motion variables and (b) their time averages over one of (a) the first time interval and (b) the first time interval and the second time interval of a situation, for which a setpoint triggering time of the occupant protection device is known, but one of (a) the measured motion variables and (b) their time averages over one of (a) the first time interval and (b) the at least first time interval and the second time interval is

disregarded in a training-suppression time interval one of (a) prior to the setpoint triggering time of the occupant protection device, around the setpoint triggering time of the occupant protection device or (b) after the setpoint triggering time of the occupant protection device during the generation of one of (a) the first triggering relationship and (b) the second triggering relationship.

23. (New) The method according to claim 18, wherein the ignition signal is ascertained in the ascertaining step in accordance with a pattern-recognition method.

24. (New) The method according to claim 18, wherein the ignition signal is ascertained in the ascertaining step in accordance with a pattern-recognition method and in accordance with at least one of (a) a neural network and (b) a decision tree.